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represented by the Commission for Scientific and Technical Cooperation. WTEG hoped that decisions would be taken on orders for WTEG to the value of about 3,000,000 DME. The commercial side of the development work was to be settled with the Soviet Trade Agency through DIA.

4. In February 1954, VEB WTB for instrument building (WTEG), demanded that all gyroscopic development was to be concentrated at WTEG. ZAFI strongly supported this suggestion, which, in addition, was supported by Funkwerk Koepenick, which wanted to get rid of the gyroscopic development office there and to have it assigned to WTEG.

On 4 March 1954, WTEG on the one side, and Werk Plagwitz (Werk IV of RIT Funkwerk Leipzig) on the other, negotiated the transfer to WTEG of an order for a gyro-stabilized platform, which had been placed with the Plagwitz plant. This order was for the development of a stabilized platform to carry a 3-cm radar equipment. This platform was designed to be installed on ships and to assure the changeover from horizontal to high-angle targets within 5 seconds.

WTEG was informed that the approximate weight of the radar equipment was about 200 kilograms.

WTEG was ordered to find a solution by 15 April so as to be in a position to submit a preliminary project for this kind of work at a cost of 50,000,- marks within 3 months.

Development planning was to take possible mass production into consideration. The order allegedly was a secret Soviet development order.

5. In March 1954, the cloud altimeter whose development had been finished was set up near Lindenborg, 9 kilometers west-northwest of Beeskow, and subsequently tested and accepted by the Soviets. Cloud altitudes ranging from 50 to 2,000 meters were measured. The instrument was also shown to several VPL (Air) officers, who had visited the plant in late March to familiarize themselves with this instrument. The VPL allegedly ordered several instruments of the cloud altimeter.
6. In late March 1954 it was decided that, on 15 April 1954, the mechanical workshop, which worked for WTEG at the Buetzow-Dreibergen prison in Mecklenburg, was to be transferred to Berlin-Rummelsburg, Buckow/Mark or Brandenburg on the Havel River. This transfer was carried out at the suggestion of WTEG because of the unfavorable traffic conditions between Berlin and Buetzow.
7. The chief designers of all plants of the Ministry of Machine Construction were invited by the Kammer der Technik to attend a designers' conference in Leipzig.

1. Comment. Ministerium fuer Maschinenbau.

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